

PISTON ACTUATOR INCORPORATING PARTITIONED PRESSURE CHAMBERS

BACKGROUND

I. Field of Use

[001] The present invention relates generally to the automotive industry and more specifically to a piston actuator that incorporates partitioned pressure chambers.

II. Description of the Related Art

[002] It can be appreciated that actuators have been in use for years. Typically, actuators are comprised of diaphragmatic fuel pressure regulators, valve actuators, throttle actuators, EGR valve actuators, wastegate valves, and an array of actuators used in controlling a myriad of functions of an internal combustion engine. In addition, other piston-based actuators, referred to as cylinders, are available that perform the same actuation functions as the above examples via different control mechanisms.

[003] A variety of problems exist in conventional actuators today. Foremost is that conventional actuators are unreliable. Principally, they cannot sustain high working or peak pressures since they currently employ polymer, cloth, or polymer-impregnated cloth diaphragms. It is also difficult to accurately calculate the dynamic actuation force imparted by such diaphragms. Another problem with conventional actuators are that cylinder-based actuators can only deliver actuation force based on a single surface's available surface area and cannot impart force to a common target based on multiple or varying signals or sources introduced into unique actuation substrates. Yet another problem with conventional piston actuators is that in order for diaphragmatic actuators to deliver force based on pressure signals and/or sources that are either mutually exclusive or have unequal points of introduction in a given timeline, they require prohibitively complex mechanical architectures that often require the use of separate components to form operating chambers which seal and secure, for example, a diaphragm in place.

[004] While present actuators may be adequate for the particular purpose to which they address, they are not as suitable for applications that require a combination of

signals and/or sources to drive a piston. Nor are present actuators suitable for applications that produce extreme working or peak pressures. Therefore, there is a need for an actuator that will overcome the shortcomings of the prior art.

SUMMARY

[005] In view of the foregoing disadvantages inherent in the known types of multi-chamber piston actuator now present in the prior art, the present invention provides a new a piston actuator that incorporates partitioned pressure chambers construction wherein the same can be utilized for a device that has multiple chambers that will receive pressure signals/sources to drive a common piston that will take these multiple pressure signals/sources and generate a resultant activation force.

[006] The general purpose of the present invention, which will be described subsequently in greater detail, is to provide a new a piston actuator that incorporates partitioned pressure chambers that has many of the advantages of the multi-chamber piston actuator mentioned heretofore and many novel features that result in a new a piston actuator that incorporates partitioned pressure chambers which is not anticipated, rendered obvious, suggested, or even implied by any of the prior art multi-chamber piston actuator, either alone or in any combination thereof.

[007] To attain this, the present invention generally comprises an apparatus comprising a cover comprising a planar surface having a first cavity extending into the inner planer surface, the first cavity defined by a first inner wall having a first cross-sectional area and a recessed cavity wall. The apparatus further comprises a housing, the housing comprising a second cavity, the second cavity comprising a second inner wall defining a second cross-sectional area, a third inner wall defining a third cross-sectional area, a first end wall defining a boundary between the second inner wall and the third inner wall, and a second end wall defining a bottom of the cavity and having a cross-section substantially similar to the third cross-sectional area. The housing further comprises a first port and a second port. The apparatus additionally comprises a piston comprising a shaft, the shaft comprising a first shaft end having a cross-section substantially similar to the first cross-sectional area for insertion into the first cavity, a second shaft end having a cross-section substantially similar to the third cross-sectional area, the piston further comprising a tier extending radially from the shaft, the tier having a cross-sectional area substantially similar to the second cross-sectional area, the tier further having a top surface, a bottom surface, and an outer wall, wherein the first port is

connected to a first chamber formed by the tier top surface, the second inner wall, the planar surface, and a shaft surface, and the second port is connected to a second chamber formed by the tier bottom surface, the second inner wall, the shaft surface, and the first end wall.

[008] In this respect, before explaining at least one embodiment of the invention in detail, it is to be understood that the invention is not limited in its application to the details of construction and to the arrangements of the components set forth in the following description or illustrated in the drawings. The invention is capable of other embodiments and of being practiced and carried out in various ways. Also, it is to be understood that the phraseology and terminology employed herein are for the purpose of the description and should not be regarded as limiting.

[009] One object of the present invention is to provide a piston actuator that incorporates partitioned pressure chambers that will overcome the shortcomings of the prior art devices.

[0010] Another object of the present invention is to provide a piston actuator that incorporates partitioned pressure chambers for a device that has multiple chambers that receives pressure signals and/or sources to drive a common piston that will take these multiple pressure signals and generate a resultant activation force.

[0011] Another object is to provide a piston actuator that incorporates partitioned pressure chambers that can deliver an actuation force to a common target object based on multiple pressure signals and/or sources that are either mutually exclusive or have unequal points of introduction in a given timeline, that will be applied to mutually exclusive substrates.

[0012] Another object is to provide a piston actuator that incorporates partitioned pressure chambers that eliminates the complexity of multi-chambered diaphragmatic actuators that require myriad mechanical components to achieve the ability to deliver multiple actuation forces to a common substrate based on multiple pressure signals and/or sources that are either mutually exclusive or have unequal points of introduction in a given timeline.

[0013] Yet another object is to provide a piston actuator that incorporates partitioned pressure chambers that can deliver the reliability of cylinder actuators by sustaining the high working or peak pressures, while having the ability to deliver force based on multiple pressure signals and/or sources.

[0014] Yet another object is to provide a piston actuator that incorporates partitioned pressure chambers that can ratio the input of multiple pressure signals/sources to create a resultant actuation force.

[0015] Other objects and advantages of the present invention will become obvious to the reader and it is intended that these objects and advantages are within the scope of the present invention.

BRIEF DESCRIPTION OF THE DRAWINGS

[0016] The features, advantages, and objects of the present invention will become more apparent from the detailed description as set forth below, when taken in conjunction with the drawings in which like referenced characters identify correspondingly throughout, and wherein:

[0017] FIG. 1 illustrates an exploded view of one embodiment of a multi-chamber piston actuator in accordance with the teachings herein;

[0018] FIG. 2 illustrates one embodiment of piston used in the multi-chamber piston actuator of FIG. 1;

[0019] FIG. 3 illustrates a cross-sectional view of one embodiment of a multi-chamber piston actuator in accordance with the teachings herein, as assembled; and

[0020] FIG. 4 is a functional block diagram illustrating one embodiment of the multi-chamber actuator of FIG. 1 used to regulate fuel pressure in an internal combustion engine.

DETAILED DESCRIPTION

[0021] The present invention comprises a multi-chamber piston actuator suitable for use in applications where controlling the flow of materials, such as liquids, gases, or solids, is desired. While the piston actuator is described herein with respect to an automobile fuel pressure regulator, it should be understood that the present invention could be used in other applications to control the flow of solids, liquids, or gases, as needed. To the accomplishment of the above and related objects, this invention may be embodied in the form illustrated in the accompanying drawings, attention being called to the fact, however, that the drawings are illustrative only, and that changes may be made in the specific construction illustrated without departing from the novel aspects of the invention.

[0022] FIG. 1 illustrates an exploded view of one embodiment of a multi-chamber piston actuator 100, comprising a housing 102, a cover 104, and a piston 106. Housing 102 is an object that houses piston 106. Housing 102 will reflect, in the form of a complimentary cavity, the geometric profiles of piston 106. The external dimensions and appearance of housing 102 generally will not impact the operation of piston 106 as it relates to the ideas presented herein, and will usually pertain to aesthetic design elements. However, the external features of housing 102 will generally incorporate features that allow for mounting of piston actuator 100, as well as interfaces specific to the application that the assembly will be used.

[0023] Cover 104 comprises a planar surface 112 through which a cavity 108 is located. Cavity 108 is used to house a first end of piston 106. Cavity 108 comprises an inner wall 110 defining a circular cross-sectional area in one embodiment. The cross-sectional area could alternatively comprise other shapes, such as an oval, square, rectangle, etc. A recessed cavity wall defines an end of cavity 108 (not shown). This recessed wall may be completely solid, or a passage may lead from the recessed cavity wall through a port located on top of cover 104. Cover 104 is designed to mate with housing 102 using known fastening techniques, such as screws, rivets, bolts, etc. Alternatively, or in addition, cover 104 may comprise a threaded annular portion so that cover 104 screws into an inner annular surface of housing 102. When assembled, piston 106 is encapsulated by housing 102 and cover 104, movable in an axial direction by the application of one or more signals, sources, or other forces.

[0024] The internal representation of the housing comprises at least one housing cavity that mirrors the global features of piston 106. The dimensions of this housing cavity will deviate slightly from that of piston 106 to allow travel of piston 106 in an axial direction. In one embodiment, the housing cavity comprises a first inner wall defining a cross-sectional area substantially similar to a cross-sectional area of a first tier of piston 106 (described later herein) and a second inner wall defining a cross-sectional area substantially similar to a cross-sectional area of a second tier of piston 106. These are shown in detail in FIG. 3. The housing further comprises a first end wall defining a boundary between said second inner wall and said third inner wall, and a second end wall defining an “end” or “bottom” of the housing cavity and having a cross-section substantially similar to said third cross-sectional area (these features are also shown in FIG. 3).

[0025] Housing 102 and/or cover 104 additionally comprises one or more ports 114, each port comprising a passage which leads to the housing cavity through one or both inner walls. The ports enable pressure signals to be introduced into piston actuator 100 to

control piston 106. The pressure signals may be supplied by rigid or flexible hoses originating from any number of sources, such as an exhaust manifold, a wastegate valve, an air compressor, a turbocharger outlet, a supercharger outlet, ambient air, a pressure regulator, and others. The ports 114 may additionally comprise hardware for interfacing such hoses to housing 102.

[0026] During assembly, piston 106 is placed in the complimentary cavity of housing 102. Within this cavity, the relationship between sealing surfaces of piston 106 (i.e., tier outer walls) and housing 102/cover 104 will generate chambers that will change in volume as either piston 106, or housing 102, travels along an axis common to both components. These chambers are where one or more pressure signals are introduced to produce a resultant force on piston 106. There are many applications, from automotive to aerospace to food processing, and many more, that may find a multi-chambered piston actuator useful to control the flow of various materials or substances.

[0027] Housing 102, cover 104, and piston 106 may comprise of readily available materials including, but not limited to, plastics, metals, etc. The manufacturing of the said components can be performed via machining processes, near net casting with post process machining for finishing tolerances, net injection molding, vacuum molding and any other readily available process adaptable to manufacturing housing and piston.

[0028] There exists many common methods for manufacturing the various components of the multi-chamber piston actuator 100, including standard wrought machining, electro-discharge machining, near-net casting, injection molding and a host of other commonly available industrial methods.

[0029] FIG. 2 illustrates one embodiment of piston 106. As shown, piston 106 comprises an elliptical or polygonal-profiled object extruded in one axis of varying diameters. Piston 106 comprises a shaft 218 and tiers 200 - 214, each tier comprising a different geometric profile from other tiers, or levels, extruded on piston 106. Each tier may have different diameters, widths or dimensions to define a surface area available for a pressure signal to act upon. Shaft 218 comprises a longitudinal extension, such as a rod, or cylinder, having one of any number of cross-sections, extending the length of piston 106 around which the various tiers are imposed. Shaft 218 additionally comprises a first shaft end 226 and a second shaft end 228. In some cases, a tier may have a diameter equal to the diameter of shaft 218, for example, tiers 200, 210, 212, and 206. A resultant force on piston 106 is produced by the combination of pressure signals acting upon the different surface areas defined by the tiers.

[0030] The geometric profiles representing the tiers do not necessarily have to be axially aligned. The most common implementation of piston 106 will be one wherein

piston **106** will travel in an axial direction that is perpendicular to the geometric profiles of the tiers. The piston/housing relationship typically assumes that piston **106** will be the component that will travel and move in relation to housing **102** and cover **104**. However, in alternative embodiments, housing **102** and cover **104** can also travel in relation to piston **106**, which may be fixed in space relative to a mounted component.

[0031] Each tier generally comprises a top surface, a bottom surface, and an outer wall, such as top surface **220**, bottom surface **222**, and an outer wall **224**. A top surface of one tier may be a bottom surface of another tier. For example, top surface **220** of tier **202** is the same surface as a bottom surface of tier **210**; bottom surface **222** is the same surface as a top surface of tier **208**. As mentioned previously, the outer walls of some, or all, of the tiers are in contact with the various inner walls defining cavities of housing **102** and cover **104**. This contact forms chambers that change in volume as either piston **106**, or housing **102**, travels along an axis common to both components. The surfaces of the cavity inner walls may act as a sealing surface with either the material of the tiers or with a seal housed by, or integrated into, the tier outer walls. Alternatively, housing **102**/cover **104** may comprise materials for providing a sealing surface with the tiers. Furthermore, independent seals such as O-rings, for example, can also be integrated into the tiers and/or shaft **218**, to mate with the housing cavity inner surfaces to create a seal. Any number of existing seal technologies can be integrated into piston **106**, including, but not limited to, o-rings, washers and metal seals. In the example of FIG. 2, such independent seals may be placed around tier **214**, tier **208**, or tier **216**.

[0032] Although shown in FIG. 2 as a piston of single-piece construction, piston **106** can alternatively be constructed of distinct and separate objects that fit the aforementioned description and that are connected together to form resultant piston **106**. Accordingly, piston **106** may be manufactured of any currently available materials, such as plastic, metal, or any other rigid or semi-rigid material, depending on each particular application.

[0033] Each tier extends radially from shaft **218** and comprises a cross-sectional area (i.e., when piston **106** viewed on end) substantially similar to a cross-sectional area defining at least one cavity of housing **102**.

[0034] FIG. 3 illustrates a cross-sectional view of one embodiment of a multi-chamber piston actuator **100**, as assembled. It comprises cover **104** that is annularly mated with housing **102**, the combination of cover **104** and housing **102** encapsulating piston **106**. In one embodiment, multi-chamber piston actuator **100** includes inlet port **300**, discharge port **302** and sealing surface **306** as a single unit. In another embodiment, these components are part of another structure, such as an automotive fuel control system,

wherein multi-chamber piston actuator **100** is mounted to the structure. Inlet port **300** and discharge port **302** are components of a valving mechanism defined by the movements of valve **304** in relation to a sealing surface **306**. In either embodiment, valve **304** is typically connected to piston **106** and is part of multi-chamber piston actuator **100**.

[0035] Piston **106** is seated within housing **102** and cover **104**. As illustrated, housing **102** and cover **104** comprise annular cavities having cross-sectional areas substantially similar to the diameters of the various tiers of piston **106**. In this embodiment, only one tier is shown, defined by a radial extension of piston **106** and terminating with outer wall **336**. The piston **106** comprises a shaft **218** defined by first shaft end **310** and a second shaft end **322**. The annular cavities generally are formed to provide enough room for piston **106** to travel in an axial direction, i.e., up and down as shown in FIG. 3. Piston **106**'s travel may be limited by recessed cavity wall **308** against first shaft end **310**, planar surface **312** against upper tier surface **314**, first end wall **318** against lower tier surface **316**, and/or second end wall **320** against second shaft end **322**. When assembled, the annular cavities in both cover **104** and housing **102**, in combination with piston **106**, produce chambers **324**, **326**, **328**, and **330** that are defined by the geometric constraints of first inner wall **332**, first shaft end **310**, and recessed cavity wall **308**; outer wall **336**, outer tier wall **338**, upper tier surface **314**, and planar surface **312**; outer wall **336**, outer tier wall **340**, lower tier surface **316**, and first end wall **318**; and valve surface **342**, second shaft end **322**, second end wall **320**, and second inner wall **344**, respectively.

[0036] Pressure signals are communicated to chambers **324**, **326**, **328**, and **330** via ports **334**, **346**, **348**, and **350**, respectively. They may be applied as a positive pressure or a negative pressure. The pressure signals typically comprise gas, liquids, or a combination of the two. In addition, the each port could transmit a unique pressure type. For example, the pressure signals communicated to ports **334** and **346** could comprise a gas while the pressure signals communicated to ports **348** and **350** could comprise a liquid. The pressure signals introduced to ports **334**, **346**, **348** and **350** can either be the same or mutually exclusive, and may be introduced at varying points time so as to control the position of valve **304** relative to surface **306**, and thereby controlling the flow of material from discharge port **302**. In any given application of the current invention, there can be a multiplicity of chambers defined by annular walls, end walls, and tier surfaces used to create forces operating against piston **106**. The quantity of such chambers, tier surface areas, or other chamber-defining characteristics need not be equal or similar.

[0037] Piston **106** will move in one of two directions, either away from recessed cavity wall **308** or away from second end wall **320**. For example, if a pressurized fluid is communicated through port **346** into chamber **326**, that fluid, barring any pressure signals

in chambers **324**, **328**, or **330**, will act on end wall **312** to push against upper tier surface **314** to effectively move the piston **106** in a direction that allows for the expansion of the pressurized fluid into chamber **326**. The piston **106** will move in a direction where the force will find a differential, i.e., in a downward movement in this example.

[0038] The piston **106** will be displaced in a direction proportional to the net combined force operating against each tier surface. Each of these forces are, in turn, proportional to the signal pressure applied by each port to a respective tier surface area. In the present example, the signal pressures applied to chambers **324** and **326** are offset by the signal pressures applied to chambers **328** and **330**. In other words, if the same pressure signal is applied to, for example, ports **346** and **348**, and the tier surfaces of each chamber are equal, the piston **106** generally will not move. If a positive pressure is communicated to port **346** and a negative pressure is communicated to port **348**, and the tier surfaces of each chamber are equal, the piston **106** will move in a downward direction at twice the force of each individual pressure signal.

[0039] One of the primary objectives of the invention is to have a main chamber (i.e., the housing cavity) defined by one or more inner walls, within the diameters of this main chamber can be partitioned and exist other chambers. The sum of the diameters of the chambers within the master chamber generally will equal the diameter of the master chamber. The tier surface areas of these partitioned chambers, defines a resultant force that one or more pressure signals impart, as a ratio to the overall surface area of the master chamber.

[0040] FIG. 4 is a functional block diagram illustrating one embodiment of the present invention used to regulate fuel pressure in an internal combustion engine. In this embodiment, the multi-chamber piston actuator **100** is commonly known as a fuel pressure regulator.

[0041] Referring now to FIG. 4, fuel is drawn from the fuel tank **400** by fuel pump **402**, which pressurizes the fuel and then sent to fuel rail **404**. The fuel in fuel rail **404** becomes a source for fuel injectors **406** to draw from and deliver into the internal combustion engine **408**. The operating pressures in the fuel system are managed by multi-chamber piston actuator **100**, in this case a fuel pressure regulator. The fuel pressure is controlled by valving the amount of fuel passing through the multi-chamber piston actuator **100** via fuel inlet port **410** and fuel outlet port **412**. The fuel is then discharged back into fuel tank **400**. In this example, internal combustion engine **408** is "supercharged", thereby producing various operating pressures that are applied to the various chambers in the multi-chamber piston actuator **100**. These dynamic pressures operate on various surface areas of piston **106**, which in turn determine the amount of

resultant force imparted on piston **106** and, in turn, a valve between the fuel inlet port **410** and the fuel outlet port **412**. The operating pressures found in area **414** of the internal combustion engine **408**, behind the throttle, typically range from negative 1 bar to pressures exceeding 2 bars. They are then signaled, or provided, to port **416** of the multi-chamber piston actuator **100**, thereby generating an actuation force relative to the amount of piston surface area with which port **416** communicates.

[0042] Turbocharger **418** produces pressurized exhaust that range from atmospheric pressure to pressures exceeding 2 bars. This pressurized exhaust is then provided to port **420** of the multi-chamber piston actuator **100**, which acts on a respective surface area of piston **106** to generate an actuation force on the piston **106**.

[0043] A pressure regulator **422** may be used to bleed pressure from the pressures signaled into port **420** and provide the bled pressure into port **424** of the multi-chamber piston actuator **100**. This pressure is also used to exert an actuation force on a respective surface area of piston **106** to control movement of the piston **106**. This operating pressure is generally less than or equal to the pressures signaled to port **420**.

[0044] Finally, port **426** may reference atmospheric pressure, which also plays a part in determining the resultant force applied to the piston **106**. Thus, each port receives a different operating pressure signals from different sources to determine a resultant actuation force on piston **106**. The fuel pressure in the system may then be controlled depending on the pressures applied to each of the ports, as well as the piston **106** surface areas associated with each port.

[0045] The previous description of the preferred embodiments is provided to enable any person skilled in the art to make and use the present invention. The various modifications to these embodiments will be readily apparent to those skilled in the art, and the generic principles defined herein may be applied to other embodiments without the use of the inventive faculty. Thus, the present invention is not intended to be limited to the embodiments discussed herein, but is to be accorded the widest scope consistent with the principles and novel features disclosed herein.

[0046] I CLAIM: